

36.5 metre Roelands Hill Permit Eligibility & Supporting Evidence Checklist

The 36.5 metre Roelands Hill Permit is available for Category 7 Tandem Drive AB-Triple and BA-Triple combinations with a tri axle dolly and tri axle trailers, subject to meeting all the pre-permit requirements and provision of the necessary evidence, as outlined in the table below:

Pre-permit Requirement	Supporting Evidence Required	Evidence Attached	Qualified (Office use only)
A BA-Triple combination must be fitted with roll-coupled drawbar coupling connection between the middle trailer and the rear dog trailer, with no more than $\pm 2^\circ$ of lash (maximum 4° total lash).	<ol style="list-style-type: none"> Continuous video clearly showing the middle trailer and rear registrations and the fitted with roll-coupled drawbar coupling connection between the two trailers; and Written confirmation from the trailer manufacturer or roll coupling manufacturer that the coupling meets the maximum lash requirements i.e., has no more than $\pm 2^\circ$ of lash (maximum 4° total lash). 	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
All vehicles must be installed with an in-vehicle telematics unit and Main Roads Heavy Vehicle Services must be provided direct access to the associated telematics monitoring system. The telematics service provider must provide weekly reports demonstrating all vehicles stop in the mandatory stopping bay at the top of Roelands Hill to check brakes and descend at a speed of no more than 40 km/h.	<ol style="list-style-type: none"> Main Roads Heavy Vehicle Services is provided login details to the relevant telematics monitoring system. Written confirmation from the nominated Service Provider that all vehicles are fitted with an in-vehicle telematics unit and they are able to provide the required report. 	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
All vehicles must be fitted with and utilise an auxiliary braking system when descending Roelands Hill. Drivers must be familiar with the operation of the particular auxiliary braking system. This is also essential to minimise service brake temperatures and risk of brake failure.	<ol style="list-style-type: none"> Written confirmation from vehicle manufacturer confirming the type of auxiliary braking system fitted; and Training records or Standard Operating Procedures that demonstrate drivers are trained in the operation of the auxiliary braking system. 	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>

<p>The prime mover in the participating vehicle combination must be fitted with an Antilock Braking System (ABS) or Electronic Braking System (EBS).</p>	<p>1. Written confirmation from vehicle manufacturer.</p>	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>The trailers in the participating vehicle combination must be fitted with a Trailer Electronic Braking System (TEBS) with a Rollover Stability System (RSS); this will ensure improved braking performance and stability under braking.</p>	<p>1. Written confirmation from trailer manufacturer.</p>	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>One forward facing camera and one rear-facing camera must be mounted on the prime mover. The rear-facing camera must be positioned on the driver's side of the prime mover. This will assist Main Roads to identify the cause of any incidents that may occur and monitor the impact on other traffic.</p>	<p>1. Photographic evidence clearly showing the vehicle registration and installed cameras; or 2. Written confirmation from the independent installer.</p>	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>